

The Hong Kong Daily Press.

No. 9883

己酉年八月廿八日

八月廿八日

HONGKONG, WEDNESDAY, AUGUST 14th, 1889.

三月

四月八日香港

PRICE \$2 PER MONTH

SHIPPING.

ARRIVALS.

August 13, AMAGA, Japanese steamer, 1,568
t. tons, Nagasaki 8th August, coal—
MURUI BISHI COLLIERY.

August 13, MIKAWA MARU, Japanese steamer, 2,280
t. tons, Kuchinoerabu 8th August, coal—
MURUI BISHI KAISHA.

August 13, TAWANFOO, British str., 820, Hester
Tawanco 8th August, Amoy 9th, and
Swatow 11th; General—DOUGLAS LAFRAIK
& CO.

August 13, FRENÉ, Danish steamer, 397, C. A.
Lund, Toulon 11th August, salt—ARN-
HOLD KARPER & CO.

August 13, YANZOE, French steamer, 2,371,
M. Flaudis, Shanghai 11th August, Mails
and General—MESSAGERIES MARITIMES.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
13TH AUGUST.

City of Rio de Janeiro, Amoy str., for Amoy.
Oscar Mooyer, German str., for Amoy.
Haiton, British str., for Swatow.
Clara, German str., for Haiphong.
Bellaphone, British str., for Shanghai.
Nantes Le Havre, French str., for Kow.
DEPARTURES.

August 13, AZOV, Danish str., for Holkow.
August 13, PARSHAN, British str., for Swatow.
August 13, HARTAAR, Brit. str., for Coast Ports.
August 13, CITY OF RIO DE JANEIRO, Amoy
str., for San Francisco.
August 13, SOOCHOW, British str., for Holkow.

PASSENGERS.

ARRIVED.

Per Thales, str., from Tawanco, &c.—22
Chinese.
Per Frey, str., from Toulon—28 Chinese.
Per Yen, str., from Shanghai—For Hong-
kong—M. G. Colombe, J. G. Gohmann,
Oskar, and H. H. Gohmann, For Sagon—
M. G. Gohmann, and H. H. Gohmann, For
Sagon—Mr. A. Th. J. Jour.
For Aden—Mr. A. Sauson, For Alexandria.
—Mr. Vischer, For Marseilles.
Messrs. F. S. Dicco, Charles Long, E. Baker,
E. P. P. J. Robert, G. Wallace, and J. Hod-
ges, For Yokohama—For Hongkong.
Mr. G. G. F. M. M. —Messrs. T. Yeo,
J. Ahd, and E. F. F. F.
Per City of Rio de Janeiro, str., for Yokohama.
—Mr. and Mrs. H. Batson, Wright, Mrs. M.
Mathews, Major Mathews, and J. Chiles, For
San Francisco—Mr. Gilbert Spank, and 2
Europeans.

REPORTS.

The British steamer Thales, from Tawanco
8th August, Amoy 8th, and Swatow 11th, re-
ported from Tawanco to Amoy had light N.W.
wind, smooth sea, and fair weather. From
Amoy to Swatow light S.W. wind, smooth sea,
and hazy at intervals. From Swatow to port
fresh E.S.E. winds, heavy swell, hazy, and
light rain at intervals. In Swatow str. Sing-
Kiang.

HONGKONG SHIPPING

Arrivals.

25. Yenzo, French str., from Kobe.
23. Thomas, British str., from Hongkong.
25. Iahang, British str., from Amoy.
23. Yuen Wo, British str., from Amoy.
25. Talyuan, British str., from Syden.
25. Kwang-lee, Chinese str., from Hongkong.
25. Taiwan, British str., from Swatow.
25. Kutsang, British str., from Hongkong.
25. Cape City, British bark, from Cardiff.
25. Kung-ling, Chinese str., from Keling.
25. Kiang-ting, Chinese str., from Tukow.
25. Ha-ching, Chinese str., from Tukow.
25. Newhaw, British str., from Amoy.
25. Yikang, British str., from Taka.
25. Promethia, British str., from Liverpool.
25. Balawares, British str., from Kobs.
25. Yoritomo-naru, Jap. str., from Koshino.
25. Ching-ling, Chinese cruiser, from Kuching.
25. Fuchu, British str., from Swa-ew.
25. Ichang, British str., from Ningpo.
25. Hasting, Chinese str., from Tukow.
25. Ngankin, British str., from Tukow.
25. Fao Hua, British str., from Kankow.
25. Pechili, British str., from Foochow.
25. Kowking, British str., from Chink.
25. Chin-tung, Chinese str., from Hukow.
25. Hsiau-fan, Jap. str., from Yekata.
25. Fochia, German str., from Foochow.
25. Tung-ping, British str., from Tukow.
25. Yangtze, German str., from Hukow.
25. Sungkang, British str., from Amoy.
25. Hsiau-fan, Chinese str., from Chink.
25. Chungking, British str., for Chink.
25. Ichang, British str., for Ningpo.
25. Kutsang, British str., for Hongkong.
25. Dresden, German str., for Br. men.
25. Tokio Maru, Japanese str., for Japan.
25. El Dorado, British str., for London.
25. Pekin, British str., for Hukow.
25. Peking, German str., for Tukow.
25. Sial, British str., for Hukow.
25. Ichang, British str., from Ningpo.
25. Wuchang, British str., from Tien-tsin.
25. Kiang-ting, Chinese str., from Ningpo.

ALL DEPARTURES

are under the
management of experienced EUROPEAN
ASSISTANTS.

SPECIAL ATTENTION

given to OUTPORT
ORDERS.

THE HALL & HOLTZ CO-OPERATIVE CO. LTD.

Hongkong, 2nd August, 1889. [23]

KELLY & WALSH, LIMITED

A. B. C. Telegraph Code, 4th Edition.

A. I. Telegraph Code.

Lloyd's Universal Register of Shipping, 1889.

McCollum's Cargo Measure.

McCollum's Food Book.

G. E. NOBLE, Chief Manager.

Hongkong, 26th April, 1889. [5]

NOTICE

OF THE HONGKONG
SAVINGS BANK.

1.—The business of the above Bank will be
conducted by the Hongkong and Shanghai
Banking Corporation, on their premises in
Hongkong. Business hours on weekdays, 10
to 3, Saturdays, 10 to 1.

2.—Deposits of \$1, or more than \$250 at
one time will not be accepted, nor will a depositor
make any deposit more than \$2,500 in any one year.

3.—Depositors in the Savings Bank
will be entitled to withdraw their money
\$100 or more at their credit may at their option
transfer the same to the Hongkong and Shanghai
Banking Corporation on fixed deposit for
12 months at 5 per cent annual interest.

4.—Interest at the rate of 3% per cent, por
annum, will be allowed to Depositors on their
daily balances.

5.—Each Depositor will be supplied gratis
with a Pass-Book which must be countersigned
with each payment or withdrawal. Depositors
may make any entries themselves in their Pass-
Books, but should send them to be written up
at least twice a year, about the beginning of
January and beginning of July.

6.—Correspondence as to the business of the
Bank is to be addressed to the Hongkong Savings Bank
Branches, for the Hongkong and Shanghai
Banking Corporation, on the 28th of August, 1889.

7.—Withdrawals may be made on demand,
but the personal attendance of the Depositor or
his duly appointed Agent, and the production of his
Pass-Book are necessary.

8.—For the HONGKONG AND SHANGHAI
BANKING CORPORATION.

G. E. NOBLE, Chief Manager.

Hongkong, 1st January, 1889. [10]

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL..... \$3,000,000.

PAID-UP..... \$500,000.

LONDON: Head Office, 10, Threadneedle Street,
West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, PERSIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives money on Deposit,
Bills and Bills of Exchange, Letters of Credit, forwards Bills for Collection,
and Transacts Banking and Agency Business
generally on terms to be had on application.

Interest allowed on Deposits—

Fixed for 12 months, 5 per cent, per annum.

Fixed for 6 months, 4 per cent, per annum.

Fixed for 3 months, 3 per cent, per annum.

On Current Deposit Accounts 2 per cent, per
annum on the daily balance.

AGENCY DEPARTMENT.

For the convenience of those returning to
Europe, Agency Department has been added
to the ordinary business of the Bank, for the
transmission of Personal Agency of every descrip-
tion.

Pay and Postage collected.

Bags cleared, warehoused, or forwarded.

Insurances effected.

Circular Notes and Letters of Credit issued.

Agency of the NATIONAL LIFE INSURANCE
SOCIETY.

H. A. HERBERT, Manager, Hongkong Branch.

Hongkong, 12th August, 1889. [12]

LANE, CRAWFORD & CO. FOR SALE

DOUBLE-BARRELED SPORTING
GUNS.

Eley's Green Blue, & Brown CARTRIDGE
CASES.

Felt, Cloth and Grecce-proof WADES.

Cylindrical Wire CARRIAGES.

Chilled & Common SHOT.

CAPS for C. E. & P. F. CASES.

Pigeon & Wiles' "Alliance" GUNPOWDER.

Recepting and Re-loading MACHINES.

Reaming & Turning MACHINES.

Powder and Shot MEASURES.

CARTRIDGE BELTS & BAGS.

GUN CLEANERS, WHISTLES.

DOG WHIPS, LEADERS & COUPLES.

SHOOTING BOOTS, STOCKINGS,

HATS, &c.

and SPORTSMEN'S SUNDRIES OF ALL
KINDS.

LANE, CRAWFORD & CO.

Hongkong, 12th August, 1889. [12]

NOTICE

YANGTZE, German str., for Hongkong.

1. Fah Wo, Chinese str., for Hukow.

El Dorado, British str., for Chink.

Ching-tung, Chinese str., for Tukow.

Hungkow, British str., for Chink.

Wuchang, British str., for Chink.

G. H. Wajpans, British str., for Tukow.

Wuchang, British str., for Chink.

Yungkien, Chinese str., for Chink.

Xiang-ting, Chinese str., for Ningpo.

Yungkien, Chinese str., for Ningpo.

Yungkien, Chinese str., for Ningpo.

Yungkien, Chinese str., for Ningpo.

NOTICE

YANGTZE, German str., for Hongkong.

1. Fah Wo, Chinese str., for Hukow.

El Dorado, British str., for Chink.

Ching-tung, Chinese str., for Tukow.

Hungkow, British str., for Chink.

Wuchang, British str., for Chink.

Yungkien, Chinese str., for Ningpo.

Yungkien, Chinese str., for Ningpo.

Yungkien, Chinese str., for Ningpo.

NOTICE

YANGTZE, German str., for Hongkong.

1. Fah Wo, Chinese str., for Hukow.

El Dorado, British str., for Chink.

Ching-tung, Chinese str., for Tukow.

Hungkow, British str., for Chink.

Wuchang, British str., for Chink.

G. H. Wajpans, British str., for Tukow.

Wuchang, British str., for Chink.

Yungkien, Chinese str., for Ningpo.

Yungkien, Chinese str., for Ningpo.

Yungkien, Chinese str., for Ningpo.

NOTICE

YANGTZE, German str., for Hongkong.

1. Fah Wo, Chinese str., for Hukow.

El Dorado, British str., for Chink.

Ching-tung, Chinese str., for Tukow.

Hungkow, British str., for Chink.

Wuchang, British str., for Chink.

G. H

INTIMATIONS.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

In drawing attention to our special preparations, we beg to state that we continue to import Drugs, Chemicals, and Goods, of every kind of the best description only. No other quality is kept in Stock. Our long experience and intimate acquaintance with the market, has been so great, that we are in a position to offer our constituents the benefit of a considerable reduction in the price of all Specimens of our own Manufacture, or putting up, as compared with similar articles sold elsewhere.

WATSON'S OUDISÉD SARASPARILLA.

PREPARED FROM THE FINEST RED JAMAICA SARASPARILLA.

(Enriched "In Vacuo") and containing in each drachm one grain of Potassium. These medicines, combined, have long ranked as the most certain specific for the cure of all diseases of the skin, and infections arising from poverty or deficiency of the Blood. Price—Soo. Bottles 50c. 50c. per dozen 10c. 25c. 24c.

WATSON'S FLUID EXTRACT.

TARAXACUM AND PODOPHYLLOUM. This preparation will be found a satisfactory and reliable remedy in all cases of tick-heads and biliousness when the bowels and liver are sluggish from climatic or other causes. In Bottles \$1 and \$1.50 each.

WATSON'S TASTELESS ELIXIR.

CASCA SAGARADA: acts as a "Tonic Laxative" and establishes regularity in chronic Constipation. In Bottles \$1 and \$1.50 each.

WATSON'S VIN DE QUINQUINA.

This Wine possesses the tonic and anti-fibrinous properties of the well-known Cinchona Quinines or Jesuit's Bark, combined with the strengthening qualities of the finest Port Wine. Prepared from the finest Selected Bark and a blend of our well-known "Invalid Port" it is an invaluable tonic sumner and appetizer, especially adapted for use of Convalescents from Malaria Fevers, and other climatic diseases. In Bottles \$1 and \$1.50 each.

WATSON'S QUININE AND IRON TONIC.

This Tonic is strongly recommended in all diseases characterized by Anæmia, Weakness, and for promoting and restoring a healthy appetite and imparting strength and vigor to the system. In Bottles \$1 and \$1.50 each.

WATSON'S AROMATIC QUININE WINE.

An agreeable preparation of the Sulphates of Quinine in combination with Aromatic. Especially useful as a Tonic in cases of Debility, resulting from Fever, erethetic effects of cold, etc.

A. S. WATSON & CO., LIMITED. THE HONGKONG DISPENSARY, Hongkong, China and Manila. —19—

NOTICE TO CORRESPONDENTS.

Communications on editorial matters should be addressed to "The Editor," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication.

After half hour the supply is limited.

TELEPHONE NO. 12.

DEATH.

At 10, Nanking-road, Shanghai, ETHEL HARRIS, the dearly beloved wife of G. S. Urra.

The British barque *Lady Horwood* arrived at Hongkong on the 29th June from Hongkong.

The *Chinese Times* of the 3rd inst. says that the Marquis Tseng is suffering from somewhat late indisposition at Peking.

The rainfall in Nagasaki in July is said to have reached 31 inches. Precisely good this for Japan, but it cannot much oblige in May.

The Superintendent informs us that the P. & O. steamer *Richila*, with the English mail of July 19th, left Singapore yesterday at 10 a.m. for this port.

The *Daily News* is informed that private correspondence from Cho Chia Kow on the 26th and 28th July makes no reference to any fresh floods there, nor to any breaking forth of the repaired breach.

We are credibly informed (says the Shanghai *Standard*) that Mr. Donisthorpe, Advisor to the King of Korea, has definitely resumed the duties of his post, and that he will remain to the end of his second engagement.

On the morning of the 7th instant a fire occurred at Shanghai in which about 500 houses, including the residence of the Consul, were destroyed. The fire broke out in the Kao-chung Huitang, but spread in the opposite direction.

The *N. C. Daily News* says that the Viceroy of the two Kiangs—Ting-ting, Kunming—had issued a circular requiring the return to the position of the Chinese, who were protesting against the sale by the fanatical adherents of their women and children, and covering a contribution of Tl. 1,000, to be used in buying back the victims of this wickedness.

The *Standard* says that two dredgers of French manufacturers are now in course of construction at the Taku Docks. They are intended for use on the Yellow River. Nine Frenchmen are engaged upon them, and it is said that seven more are expected to arrive shortly, so that the machines may be speedily completed and taken to their respective localities to be worked.

The Herald of Truth, a California religious paper, says:—There are about one thousand Christian Chinaman connected with the Congregational Churches of California and Oregon. They contribute about \$2,500 for home missions, and have organized a foreign missionary society, and with \$1,400 a start have sent two missionaries, one a Chinaman, back to China to do work there.

The following are the "orders of the day" at the meeting of the Sanitary Board, to be held to-day at 4.15 p.m.:—

1. By-laws under sub-sections 13 and 14 of section 16 of the Sanitary Act of 1887.

2. Correspondence concerning the drainage of the Hull District.

3. Correspondence concerning the enforcement of the drainage by-laws.

The *Hongkong Gazette* of the 2nd ult. says:—Mr. Shinichi Ando, son of Mr. Taro Ando, the Japanese Consul-General and Diplomatic Agent, has been studying at Yale College during the past three years, and is now preparing to return to Japan to pursue his education at Andover, Massachusetts. Mr. Ando has been studying the natural sciences under Prof. L. V. Slye and A. B. Lyons.

The *Daily News*, noting the death of Mr. John Darby Gibbs, recently head of the house of Gibbs & Co., says:—"The late Mr. J. D. Gibbs started the business in Shanghai when the port was first opened, and must have come here in 1842 or '43, and he left China for good in 1858 or the following year. He was popular he was in by the fact that his name and reputation have been fresh in China for a quarter of a century."

We (The *Daily Gazette*) learn from a native paper that the negotiations between Japan and France in regard to the new treaty have so far progressed that the document will be signed very shortly; and we are also told that the treaty will be signed in Tokyo in a few days. With regard to England, we are told that the negotiations between that country and Japan are more complex than those of the other powers. Another native journal adds that the Count Okuma is very diligent in connection with the negotiations and that notwithstanding the sultry weather he is staying in the Capital in order that he may converse every day with the British Minister on the subject.

estimate probably not excessive, and believes that at least half of them would be thrown out of employment by the introduction of the railway. To come to the number of men to whom employment would be given by the introduction of the railway, he says that in England, with her 40,000 li of rails, employs 165,000 railway men. At this rate the 200 li of the Tientsin-Tungchow line, with its 200 li, would only employ about 800 men. But the number of men employed directly on the railway is small as compared with the number to whom it indirectly gives employment. The railway of course effects a saving of labour in proportion to the amount of goods or number of passengers carried, but traffic is so greatly stimulated by the facilities afforded for it that the aggregate number of persons employed in it is increased instead of diminished. Wherever a railway is made population and the demand for labour increases. To Westerns, it may seem absurd to mention such elementary truths, but the recent memoirs of the Viceregal government selected for the press are near where most of the crimes of the Chinese quarter have been committed, and are at the intersection of the principal thoroughfares with Washington, Eastcott, and Sullivan Baker, Dupont, and Spofford alleys. Defenseless Chinese squadrons are of the opinion that there will be much looting, and the high-spirited marksmen are usually committed under cover of darkness.

The *Shen-pao* says:—"We regard the objection to the admission of Japanese students to Hastings Law College as a mistake. We are seeking commercial advantages in Japan of great value to us, and it is no use to attach to Japanese, or even Chinese students, who are not to whom employment would be given by the introduction of the railway, he says that in England, with her 40,000 li of rails, employs 165,000 railway men. At this rate the 200 li of the Tientsin-Tungchow line, with its 200 li, would only employ about 800 men. But the number of men employed directly on the railway is small as compared with the number to whom it indirectly gives employment. The railway of course effects a saving of labour in proportion to the amount of goods or number of passengers carried, but traffic is so greatly stimulated by the facilities afforded for it that the aggregate number of persons employed in it is increased instead of diminished. Wherever a railway is made population and the demand for labour increases. To Westerns, it may seem absurd to mention such elementary truths, but the recent memoirs of the Viceregal government selected for the press are near where most of the crimes of the Chinese quarter have been committed, and are at the intersection of the principal thoroughfares with Washington, Eastcott, and Sullivan Baker, Dupont, and Spofford alleys. Defenseless Chinese squadrons are of the opinion that there will be much looting, and the high-spirited marksmen are usually committed under cover of darkness."

The *Shen-pao* says:—"We regard the objection to the admission of Japanese students to Hastings Law College as a mistake. We are seeking commercial advantages in Japan of great value to us, and it is no use to attach to Japanese, or even Chinese students, who are not to whom employment would be given by the introduction of the railway, he says that in England, with her 40,000 li of rails, employs 165,000 railway men. At this rate the 200 li of the Tientsin-Tungchow line, with its 200 li, would only employ about 800 men. But the number of men employed directly on the railway is small as compared with the number to whom it indirectly gives employment. The railway of course effects a saving of labour in proportion to the amount of goods or number of passengers carried, but traffic is so greatly stimulated by the facilities afforded for it that the aggregate number of persons employed in it is increased instead of diminished. Wherever a railway is made population and the demand for labour increases. To Westerns, it may seem absurd to mention such elementary truths, but the recent memoirs of the Viceregal government selected for the press are near where most of the crimes of the Chinese quarter have been committed, and are at the intersection of the principal thoroughfares with Washington, Eastcott, and Sullivan Baker, Dupont, and Spofford alleys. Defenseless Chinese squadrons are of the opinion that there will be much looting, and the high-spirited marksmen are usually committed under cover of darkness."

The *Shen-pao* says:—"We regard the objection to the admission of Japanese students to Hastings Law College as a mistake. We are seeking commercial advantages in Japan of great value to us, and it is no use to attach to Japanese, or even Chinese students, who are not to whom employment would be given by the introduction of the railway, he says that in England, with her 40,000 li of rails, employs 165,000 railway men. At this rate the 200 li of the Tientsin-Tungchow line, with its 200 li, would only employ about 800 men. But the number of men employed directly on the railway is small as compared with the number to whom it indirectly gives employment. The railway of course effects a saving of labour in proportion to the amount of goods or number of passengers carried, but traffic is so greatly stimulated by the facilities afforded for it that the aggregate number of persons employed in it is increased instead of diminished. Wherever a railway is made population and the demand for labour increases. To Westerns, it may seem absurd to mention such elementary truths, but the recent memoirs of the Viceregal government selected for the press are near where most of the crimes of the Chinese quarter have been committed, and are at the intersection of the principal thoroughfares with Washington, Eastcott, and Sullivan Baker, Dupont, and Spofford alleys. Defenseless Chinese squadrons are of the opinion that there will be much looting, and the high-spirited marksmen are usually committed under cover of darkness."

The *Shen-pao* says:—"We regard the objection to the admission of Japanese students to Hastings Law College as a mistake. We are seeking commercial advantages in Japan of great value to us, and it is no use to attach to Japanese, or even Chinese students, who are not to whom employment would be given by the introduction of the railway, he says that in England, with her 40,000 li of rails, employs 165,000 railway men. At this rate the 200 li of the Tientsin-Tungchow line, with its 200 li, would only employ about 800 men. But the number of men employed directly on the railway is small as compared with the number to whom it indirectly gives employment. The railway of course effects a saving of labour in proportion to the amount of goods or number of passengers carried, but traffic is so greatly stimulated by the facilities afforded for it that the aggregate number of persons employed in it is increased instead of diminished. Wherever a railway is made population and the demand for labour increases. To Westerns, it may seem absurd to mention such elementary truths, but the recent memoirs of the Viceregal government selected for the press are near where most of the crimes of the Chinese quarter have been committed, and are at the intersection of the principal thoroughfares with Washington, Eastcott, and Sullivan Baker, Dupont, and Spofford alleys. Defenseless Chinese squadrons are of the opinion that there will be much looting, and the high-spirited marksmen are usually committed under cover of darkness."

The *Shen-pao* says:—"We regard the objection to the admission of Japanese students to Hastings Law College as a mistake. We are seeking commercial advantages in Japan of great value to us, and it is no use to attach to Japanese, or even Chinese students, who are not to whom employment would be given by the introduction of the railway, he says that in England, with her 40,000 li of rails, employs 165,000 railway men. At this rate the 200 li of the Tientsin-Tungchow line, with its 200 li, would only employ about 800 men. But the number of men employed directly on the railway is small as compared with the number to whom it indirectly gives employment. The railway of course effects a saving of labour in proportion to the amount of goods or number of passengers carried, but traffic is so greatly stimulated by the facilities afforded for it that the aggregate number of persons employed in it is increased instead of diminished. Wherever a railway is made population and the demand for labour increases. To Westerns, it may seem absurd to mention such elementary truths, but the recent memoirs of the Viceregal government selected for the press are near where most of the crimes of the Chinese quarter have been committed, and are at the intersection of the principal thoroughfares with Washington, Eastcott, and Sullivan Baker, Dupont, and Spofford alleys. Defenseless Chinese squadrons are of the opinion that there will be much looting, and the high-spirited marksmen are usually committed under cover of darkness."

The *Shen-pao* says:—"We regard the objection to the admission of Japanese students to Hastings Law College as a mistake. We are seeking commercial advantages in Japan of great value to us, and it is no use to attach to Japanese, or even Chinese students, who are not to whom employment would be given by the introduction of the railway, he says that in England, with her 40,000 li of rails, employs 165,000 railway men. At this rate the 200 li of the Tientsin-Tungchow line, with its 200 li, would only employ about 800 men. But the number of men employed directly on the railway is small as compared with the number to whom it indirectly gives employment. The railway of course effects a saving of labour in proportion to the amount of goods or number of passengers carried, but traffic is so greatly stimulated by the facilities afforded for it that the aggregate number of persons employed in it is increased instead of diminished. Wherever a railway is made population and the demand for labour increases. To Westerns, it may seem absurd to mention such elementary truths, but the recent memoirs of the Viceregal government selected for the press are near where most of the crimes of the Chinese quarter have been committed, and are at the intersection of the principal thoroughfares with Washington, Eastcott, and Sullivan Baker, Dupont, and Spofford alleys. Defenseless Chinese squadrons are of the opinion that there will be much looting, and the high-spirited marksmen are usually committed under cover of darkness."

The *Shen-pao* says:—"We regard the objection to the admission of Japanese students to Hastings Law College as a mistake. We are seeking commercial advantages in Japan of great value to us, and it is no use to attach to Japanese, or even Chinese students, who are not to whom employment would be given by the introduction of the railway, he says that in England, with her 40,000 li of rails, employs 165,000 railway men. At this rate the 200 li of the Tientsin-Tungchow line, with its 200 li, would only employ about 800 men. But the number of men employed directly on the railway is small as compared with the number to whom it indirectly gives employment. The railway of course effects a saving of labour in proportion to the amount of goods or number of passengers carried, but traffic is so greatly stimulated by the facilities afforded for it that the aggregate number of persons employed in it is increased instead of diminished. Wherever a railway is made population and the demand for labour increases. To Westerns, it may seem absurd to mention such elementary truths, but the recent memoirs of the Viceregal government selected for the press are near where most of the crimes of the Chinese quarter have been committed, and are at the intersection of the principal thoroughfares with Washington, Eastcott, and Sullivan Baker, Dupont, and Spofford alleys. Defenseless Chinese squadrons are of the opinion that there will be much looting, and the high-spirited marksmen are usually committed under cover of darkness."

The *Shen-pao* says:—"We regard the objection to the admission of Japanese students to Hastings Law College as a mistake. We are seeking commercial advantages in Japan of great value to us, and it is no use to attach to Japanese, or even Chinese students, who are not to whom employment would be given by the introduction of the railway, he says that in England, with her 40,000 li of rails, employs 165,000 railway men. At this rate the 200 li of the Tientsin-Tungchow line, with its 200 li, would only employ about 800 men. But the number of men employed directly on the railway is small as compared with the number to whom it indirectly gives employment. The railway of course effects a saving of labour in proportion to the amount of goods or number of passengers carried, but traffic is so greatly stimulated by the facilities afforded for it that the aggregate number of persons employed in it is increased instead of diminished. Wherever a railway is made population and the demand for labour increases. To Westerns, it may seem absurd to mention such elementary truths, but the recent memoirs of the Viceregal government selected for the press are near where most of the crimes of the Chinese quarter have been committed, and are at the intersection of the principal thoroughfares with Washington, Eastcott, and Sullivan Baker, Dupont, and Spofford alleys. Defenseless Chinese squadrons are of the opinion that there will be much looting, and the high-spirited marksmen are usually committed under cover of darkness."

The *Shen-pao* says:—"We regard the objection to the admission of Japanese students to Hastings Law College as a mistake. We are seeking commercial advantages in Japan of great value to us, and it is no use to attach to Japanese, or even Chinese students, who are not to whom employment would be given by the introduction of the railway, he says that in England, with her 40,000 li of rails, employs 165,000 railway men. At this rate the 200 li of the Tientsin-Tungchow line, with its 200 li, would only employ about 800 men. But the number of men employed directly on the railway is small as compared with the number to whom it indirectly gives employment. The railway of course effects a saving of labour in proportion to the amount of goods or number of passengers carried, but traffic is so greatly stimulated by the facilities afforded for it that the aggregate number of persons employed in it is increased instead of diminished. Wherever a railway is made population and the demand for labour increases. To Westerns, it may seem absurd to mention such elementary truths, but the recent memoirs of the Viceregal government selected for the press are near where most of the crimes of the Chinese quarter have been committed, and are at the intersection of the principal thoroughfares with Washington, Eastcott, and Sullivan Baker, Dupont, and Spofford alleys. Defenseless Chinese squadrons are of the opinion that there will be much looting, and the high-spirited marksmen are usually committed under cover of darkness."

The *Shen-pao* says:—"We regard the objection to the admission of Japanese students to Hastings Law College as a mistake. We are seeking commercial advantages in Japan of great value to us, and it is no use to attach to Japanese, or even Chinese students, who are not to whom employment would be given by the introduction of the railway, he says that in England, with her 40,000 li of rails, employs 165,000 railway men. At this rate the 200 li of the Tientsin-Tungchow line, with its 200 li, would only employ about 800 men. But the number of men employed directly on the railway is small as compared with the number to whom it indirectly gives employment. The railway of course effects a saving of labour in proportion to the amount of goods or number of passengers carried, but traffic is so greatly stimulated by the facilities afforded for it that the aggregate number of persons employed in it is increased instead of diminished. Wherever a railway is made population and the demand for labour increases. To Westerns, it may seem absurd to mention such elementary truths, but the recent memoirs of the Viceregal government selected for the press are near where most of the crimes of the Chinese quarter have been committed, and are at the intersection of the principal thoroughfares with Washington, Eastcott, and Sullivan Baker, Dupont, and Spofford alleys. Defenseless Chinese squadrons are of the opinion that there will be much looting, and the high-spirited marksmen are usually committed under cover of darkness."

The *Shen-pao* says:—"We regard the objection to the admission of Japanese students to Hastings Law College as a mistake. We are seeking commercial advantages in Japan of great value to us, and it is no use to attach to Japanese, or even Chinese students, who are not to whom employment would be given by the introduction of the railway, he says that in England, with her 40,000 li of rails, employs 165,000 railway men. At this rate the 200 li of the Tientsin-Tungchow line, with its 200 li, would only employ about 800 men. But the number of men employed directly on the railway is small as compared with the number to whom it indirectly gives employment. The railway of course effects a saving of labour in proportion to the amount of goods or number of passengers carried, but traffic is so greatly stimulated by the facilities afforded for it that the aggregate number of persons employed in it is increased instead of diminished. Wherever a railway is made population and the demand for labour increases. To Westerns, it may seem absurd to mention such elementary truths, but the recent memoirs of the Viceregal government selected for the press are near where most of the crimes of the Chinese quarter have been committed, and are at the intersection of the principal thoroughfares with Washington, Eastcott, and Sullivan Baker, Dupont, and Spofford alleys. Defenseless Chinese squadrons are of the opinion that there will be much looting, and the high-spirited marksmen are usually committed under cover of darkness."

The *Shen-pao* says:—"We regard the objection to the admission of Japanese students to Hastings Law College as a mistake. We are seeking commercial advantages in Japan of great value to us, and it is no use to attach to Japanese, or even Chinese students, who are not to whom employment would be given by the introduction of the railway, he says that in England, with her 40,000 li of rails, employs 165,000 railway men. At this rate the

COMMERCIAL INFLUENCE.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

"JAPAN." Having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the HONG-KONG AND KOWLOON WHARF AND GODOWN COMPANY LIMITED, at West Esplanade, whence delivery may be obtained.

Cargo remaining undelivered after the 15th instant will be subject to rent. No Fire Insurance will be granted.

Consignees are hereby informed that all claims must be made immediately, as no claim will be entertained after the 15th instant.

Bills of Lading will be countersigned by DAVID SASSOON, BONS & CO.

Quotations are—

New Malwa \$500 per ton, allow. of

Old Malwa \$600 per ton, allow. of

Older Malwa \$610 to \$625 per ton, allow. of 2 to 5 catties

Pama (New) \$53 per sheet.

B-sheets (New) \$52 per sheet.

EXCHANGE.

ON LONDON— Telegraphic Transfer 30

Bank Bills, on demand 30

Bank Bills, 1st month's sight 30

Credits, 60 day's sight 30

Documentary Bills, 4 months' sight 31

ON PARIS— Bank Bills, on demand 38

Credits, at 4 months' sight 39

ON NEW YORK— Bank Bills, on demand 30

Bank Bills, 1st month's sight 30

Credits, 60 day's sight 30

ON CALCUTTA— Telegraphic Transfer 224

Bank Bills, on demand 225

ON SHANGHAI— Bank Bills, on demand 714

Bank Bills, 30 days' sight 715

ON SINGAPORE 845

SHARES.

Company. Paid up. Quotations.

Banks— Hongkong & Sh'd \$125

New Oriental \$10

China Stores \$50

Chinese Loan '84 \$100

Chinese Loan '84 C \$500

Chinese Loan '84 E \$1,250

Cr. & Leibnitz & Co. \$50

Darvel Day Trading \$25

Dick & Co. \$10

Gordon & Co. A.G. \$15

Grind Island Cement \$15

Hall & Lifc's Co. \$12,50

H. & C. Baker \$50

H. & C. Baker & Gal. \$50

H. &

MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, THURSDAY, AUGUST 18TH, 1889.

THE PAYMENT OF SPECIAL JURORS IN HONGKONG.

In his letter to the Government on the subject of fees to special jurors the Secretary of the Chamber of Commerce says the principle that payment should be by the day instead of by the case "is not, it appears, opposed by the rest of the community, whose voice would certainly have been raised on this against the proposition had they feared impending hardship from the change." It is a subject about which the community is comparatively indifferent, and even if the claim put forward by the Chamber had been much larger the prevailing feeling would not doubt have been that it was a matter that might safely be left to the decision of the Government or legislature and "on which public agitation in opposition to the claim was unnecessary. The amount involved is insignificant. In civil cases each special juror is paid \$10. It is comparatively seldom that the trial of a special jury case is completed in one day, and what the jurors claim is that they should be paid \$10 for each day's attendance instead of receiving only that amount for the whole case. There are probably on an average not more than six special jury cases in a year, and if we take their average duration at three days, the total amount to be paid to the jurors under the proposed system would be \$1,260 as against \$420 paid at present, showing a difference of \$840. It is about this trifling amount that all the fuss is being made up by the Coroners thinks it necessary to have the assistance of a jury, but the demands made upon them in this respect are now rare. The position of a common juror is still, however, much less desirable than that of a special juror.

TYphoon Warnings.

In another column we publish a letter addressed by the Committee of the Chamber of Commerce to the Government on the necessity of giving the earliest intimation of the approach of typhoons. As the Chamber remarks, the vital importance to a community so largely interested in shipping of having the earliest possible notice of an approaching storm is an obvious one that it is unnecessary to adduce arguments to prove the case. Some sort of publicity has always been given to these storm warnings, but, as the Chamber rightly complains, there has not been any systematic method of placing the information in the possession of the public at the earliest available moment. Dr. DOBBECK's reports are published in the papers, but they usually record what has happened, not what is impending, and even telegrams announcing a typhoon in Luzon do not get the publicity they ought to have. One received about two months ago was posted up at the Harbour Office, but not, as in former times, forwarded to the papers, or otherwise published. For our part we shall be only too pleased to publish these notices, not only in the paper but also in our shipping Extra, and no doubt our contemporaries would be equally willing to do the same. The earliest intimation of a typhoon ought to be placed in the possession of the community without a moment's unnecessary delay. Promptitude in this matter may save a vessel, or two from damage or destruction. It is also to be regretted that arrangements cannot be made to receive weather telegrams from Formosa, which is so often the gathering point or focus of these destructive storms. A little outlay on telegrams would not be grudged by the Colony, as the information might prove of great value to the shipping, and would assist the Government Astronomer perhaps to make the weather forecasts so much desired.

HOW THE RAILWAYS ARE VIEWED BY CHINESE OFFICIALS.

The memorials of the Chinese Viceroy and Governor, on railways afford an interesting study of the workings of sots, and educated minds on a subject on which they are almost completely in the dark. The main fact that railways are a necessity seems to have been thoroughly grasped, and the reasoning by which this necessity pressed on the Government is forcible and clever. As soon as the writers come to details, however, their lamentable ignorance both of the economic and material conditions stands out in bold relief. There is a general unanimity in their hostility to the foreigner. Although it is recognized that the Chinese must avail themselves of the tuition of foreigners, the recognition is given in a grudging spirit and the hope and belief that it will soon be possible to dispense with foreign assistance is plainly evident. This feeling may be referred to the patriotism of the writers; but a more enlightened patriotism would lead them to see that the prudent thing for China to do under the circumstances, if she wished to "overtake other nations" in the march of progress, would be to freely avail herself of every particle of assistance that she can obtain from foreigners in the development of the country, as did PEKING THE GREAT in the civilization of Russia. There is also the same disinclination to use foreign material. The Acting Governor of Kiangsu opposes the idea of rails being purchased abroad and recommends, on the contrary, that "China's money should be spent as far as possible in China itself." CHANG-CHUN-TUO is of opinion that "men quite good enough for the purpose could be obtained from the Pingling mines in Shansi, and although this would cost more and be inferior to foreign iron, yet the employment of it would give the advantages of China's money being spent in China instead of abroad." The spending of China's money in this way would mean simply the impoverishment of the country to the extent of the difference in the price of the articles. The amount involved, less than \$1,000 per annum, is so small that it is hardly worth balking about, but as a matter of principle we cannot concede that special jurors are entitled to escape the work of common jurors and at the same time receive compensation in full for whatever loss of time their services as special jurors may involve. Were the tax imposed on special jurors a positive hardship, as the Chamber of Commerce says, we should expect to find amongst commercial

men some reluctance to being placed on the special jury list, but instead of that we find considerable eagerness to take up the positive burden. We desire to speak with all deference to the Chamber of Commerce, but in this particular matter we venture to think that it is not quite an impartial body. All its members, if we mistake not, are special jurors—except the two or three who are exempt by reason of their being members of the Legislative Council or of the legal profession; and they are the persons into whose pockets the money would go if the Government assented to their proposal. The Committee say they "would most strongly urge that their application is almost without the pale of the Government to refuse." This would be so, undoubtedly, if the work discharged by special jurors was in addition to that discharged by common jurors, but seeing that it is in substitution, not in addition, strict equity points rather in the direction of their receiving no payment at all. Very occasionally a special jury may be called upon to try a criminal case but it does not happen once a year, whereas the common jurors have to serve at the monthly Criminal Sessions, and until the recent abolition of the office of coroner they were being called upon continually to make a long journey out to the mortuary to attend inquests. They are still liable to this service when the Magistrate who holds the inquiry formerly held by the Coroners thinks it necessary to have the assistance of a jury, but the demands made upon them in this respect are now rare. The position of a common juror is still, however, much less desirable than that of a special juror.

TYphoon Warnings.

In another column we publish a letter addressed by the Committee of the Chamber of Commerce to the Government on the necessity of giving the earliest intimation of the approach of typhoons. As the Chamber remarks, the vital importance to a community so largely interested in shipping of having the earliest possible notice of an approaching storm is an obvious one that it is unnecessary to adduce arguments to prove the case. Some sort of publicity has always been given to these storm warnings, but, as the Chamber rightly complains, there has not been any systematic method of placing the information in the possession of the public at the earliest available moment. Dr. DOBBECK's reports are published in the papers, but they usually record what has happened, not what is impending, and even telegrams announcing a typhoon in Luzon do not get the publicity they ought to have. One received about two months ago was posted up at the Harbour Office, but not, as in former times, forwarded to the papers, or otherwise published. For our part we shall be only too pleased to publish these notices, not only in the paper but also in our shipping Extra, and no doubt our contemporaries would be equally willing to do the same. The earliest intimation of a typhoon ought to be placed in the possession of the community without a moment's unnecessary delay. Promptitude in this matter may save a vessel, or two from damage or destruction. It is also to be regretted that arrangements cannot be made to receive weather telegrams from Formosa, which is so often the gathering point or focus of these destructive storms. A little outlay on telegrams would not be grudged by the Colony, as the information might prove of great value to the shipping, and would assist the Government Astronomer perhaps to make the weather forecasts so much desired.

political economy could be circulated amongst the educated classes of China some modification of crude views of the kind enunciated by the Viceroy of Canton might be looked for.

There is another matter in which CHANG-CHUN-TUO drifts very far astray. The number of men employed in cart and boat traffic between Tientsin and Tungchow is estimated at about 60,000, and allowing to each a family of five, we arrive at a total of 300,000 persons depending on this trade for their daily rice. The Viceroy CHANG thinks this estimate probably not excessive, and believes that at least half of them would be thrown out of employment by the introduction of the railway. To come to the number of men to whom employment would be given by the introduction of the railway, he says that England, with her 40,000 miles of rails, employs 165,000 railway men. At this rate the Tientsin-Tungchow line, with its 200 miles, would only supply about 300 men—but the number of men employed directly on the railway is small as compared with the number to whom it indirectly gives employment. The railway, of course, effects a saving of labour in proportion to the amount of goods or number of passengers carried, but traffic is so greatly stimulated by the facilities afforded for it that the aggregate number of persons employed in it is increased instead of diminished. Whenever a railway is made popular and the demand for labour increases. To Westerns it may seem absurd to mention such elementary truths, but the recent memorials of the Viceroy show that they are still unknown in the Chinese Empire. No apprehension need be entertained with reference to the future of the people engaged in the cart and boat traffic. While the railway is under construction it will add to the business of this class of the community by its requirements for the carriage of material, and when it is completed the traffic it will promote will be sufficient to employ them all in collecting and distributing it at the various stations. From CHANG-CHUN-TUO's memorial it might almost be supposed he thought the railway would call at every one's door and that all other means of carriage would be rendered superfluous.

The Viceroy of Kiangsu, again, whose memorial is a strange mixture of far-sightedness and topsy-turvydom, suggests that in the first instance railways should be made in sparsely populated regions. He says there is a determined opposition to a railway being built in the densely populated riverine and maritime districts; and he makes bold to aver that it will take a long time to overcome this opposition, and that only trouble will be the result of a sudden attempt to force the people to see those prospective advantages which they cannot see now. He accordingly advocates the construction in the first instance of strategic lines in the North. The experiment would probably prove disappointing. China can very well afford to wait a few years for her great strategic lines, and if she had in the meantime proved to her population the commercial advantages of railways, she would find it easier to raise funds to extend the lines to the strategic points fixed upon. The first important railway constructed in England was that between Manchester and Liverpool, and it is also to be regretted that arrangements cannot be made to receive weather telegrams from Formosa, which is so often the gathering point or focus of these destructive storms. A little outlay on telegrams would not be grudged by the Colony, as the information might prove of great value to the shipping, and would assist the Government Astronomer perhaps to make the weather forecasts so much desired.

THE REVISION OF THE JAPANESE TREATIES.

The Nagasaki correspondent of the *N. C. Daily News* has now been obliged to publish a contradiction of his statement that the Japanese Government had suspended the revision of the treaties in consequence of the terms accorded to foreigners being found in the dark. The main fact that railways are a necessity seems to have been thoroughly grasped, and the reasoning by which this necessity pressed on the Government is forcible and clever. As soon as the writers come to details, however, their lamentable ignorance both of the economic and material conditions stands out in bold relief. There is a general unanimity in their hostility to the foreigner. Although it is recognized that the Chinese must avail themselves of the tuition of foreigners, the recognition is given in a grudging spirit and the hope and belief that it will soon be possible to dispense with foreign assistance is plainly evident. This feeling may be referred to the patriotism of the writers; but a more enlightened patriotism would lead them to see that the prudent thing for China to do under the circumstances, if she wished to "overtake other nations" in the march of progress, would be to freely avail herself of every particle of assistance that she can obtain from foreigners in the development of the country, as did PEKING THE GREAT in the civilization of Russia. There is also the same disinclination to use foreign material. The Acting Governor of Kiangsu opposes the idea of rails being purchased abroad and recomends, on the contrary, that "China's money should be spent as far as possible in China itself." CHANG-CHUN-TUO is of opinion that "men quite good enough for the purpose could be obtained from the Pingling mines in Shansi, and although this would cost more and be inferior to foreign iron, yet the employment of it would give the advantages of China's money being spent in China instead of abroad." The spending of China's money in this way would mean simply the impoverishment of the country to the extent of the difference in the price of the articles. The amount involved, less than \$1,000 per annum, is so small that it is hardly worth balking about, but as a matter of principle we cannot concede that special jurors are entitled to escape the work of common jurors and at the same time receive compensation in full for whatever loss of time their services as special jurors may involve. Were the tax imposed on special jurors a positive hardship, as the Chamber of Commerce says, we should expect to find amongst commercial

men some reluctance to being placed on the special jury list, but instead of that we find considerable eagerness to take up the positive burden. We desire to speak with all deference to the Chamber of Commerce, but in this particular matter we venture to think that it is not quite an impartial body. All its members, if we mistake not, are special jurors—except the two or three who are exempt by reason of their being members of the Legislative Council or of the legal profession; and they are the persons into whose pockets the money would go if the Government assented to their proposal. The Committee say they "would most strongly urge that their application is almost without the pale of the Government to refuse." This would be so, undoubtedly, if the work discharged by special jurors was in addition to that discharged by common jurors, but seeing that it is in substitution, not in addition, strict equity points rather in the direction of their receiving no payment at all. Very occasionally a special jury may be called upon to try a criminal case but it does not happen once a year, whereas the common jurors have to serve at the monthly Criminal Sessions, and until the recent abolition of the office of coroner they were being called upon continually to make a long journey out to the mortuary to attend inquests. They are still liable to this service when the Magistrate who holds the inquiry formerly held by the Coroners thinks it necessary to have the assistance of a jury, but the demands made upon them in this respect are now rare. The position of a common juror is still, however, much less desirable than that of a special juror.

THE PAYMENT OF SPECIAL JURORS IN HONGKONG.

In his letter to the Government on the subject of fees to special jurors the Secretary of the Chamber of Commerce says the principle that payment should be by the day instead of by the case "is not, it appears, opposed by the rest of the community, whose voice would certainly have been raised on this against the proposition had they feared impending hardship from the change." It is a subject about which the community is comparatively indifferent, and even if the claim put forward by the Chamber had been much larger the prevailing feeling would not doubt have been that it was a matter that might safely be left to the decision of the Government or legislature and "on which public agitation in opposition to the claim was unnecessary. The amount involved is insignificant. In civil cases each special juror is paid \$10. It is comparatively seldom that the trial of a special jury case is completed in one day, and what the jurors claim is that they should be paid \$10 for each day's attendance instead of receiving only that amount for the whole case. There are probably on an average not more than six special jury cases in a year, and if we take their average duration at three days, the total amount to be paid to the jurors under the proposed system would be \$1,260 as against \$420 paid at present, showing a difference of \$840. It is about this trifling amount that all the fuss is being made up by the Coroners thinks it necessary to have the assistance of a jury, but the demands made upon them in this respect are now rare. The position of a common juror is still, however, much less desirable than that of a special juror.

in putting the Mexican Treaty into force. Probably the uncertain ground on which the telegrams to the Nagasaki paper were based was the following statement made by the *Nippon*, one of the leading opponents of Treaty revision:—"We are told that some of the articles of the proposed Treaties violate the provisions of the Constitution, and the authorities concerned in drawing up the new treaties propose to introduce a law for the naturalization of foreigners in order to avoid thus violating the provisions of the Constitution. A draft of the proposed law was submitted to the Cabinet for consideration and after much antagonism has been rejected." Another vernacular paper says that COUNT OKUYAMA, INOU, and MANGUARA recently held a private conference to discuss the question of employing foreign judges, and they decided that the power to sit as judges shall only be allowed to those foreigners who may be come-naturalized subjects of Japan under the new treaties. Whether these statements are correct or not, it seems pretty clear that the Cabinet neither suspended nor thought of suspending the negotiations, least of all reversing their policy of revising the Treaties. Difficulties cropped up in their path, which were not doubt accentuated by the clamour of a rather noisy opposition, but none that they deemed insuperable, and it is a pity that such a statement as that which our Shanghai contemporary made was not more carefully worded.

There is another matter in which CHANG-CHUN-TUO drifts very far astray. The number of men employed in cart and boat traffic between Tientsin and Tungchow is estimated at about 60,000, and allowing to each a family of five, we arrive at a total of 300,000 persons depending on this trade for their daily rice. The Viceroy CHANG thinks this estimate probably not excessive, and believes that at least half of them would be thrown out of employment by the introduction of the railway. To come to the number of men to whom employment would be given by the introduction of the railway, he says that England, with her 40,000 miles of rails, employs 165,000 railway men. At this rate the Tientsin-Tungchow line, with its 200 miles, would only supply about 300 men—but the number of men employed directly on the railway is small as compared with the number to whom it indirectly gives employment. The railway, of course, effects a saving of labour in proportion to the amount of goods or number of passengers carried, but traffic is so greatly stimulated by the facilities afforded for it that the aggregate number of persons employed in it is increased instead of diminished. Whenever a railway is made popular and the demand for labour increases, to the mortuary to attend inquests. They are still liable to this service when the Magistrate who holds the inquiry formerly held by the Coroners thinks it necessary to have the assistance of a jury, but the demands made upon them in this respect are now rare. The position of a common juror is still, however, much less desirable than that of a special juror.

TYphoon Warnings.

We have been requested to publish the following letter:—

Hongkong General Chamber of Commerce, 9th August, 1889.

The Honourable F. Stewart LL.D., Colonial Secretary.

SIR.—I am directed by the Committee of this Chamber to ask you to be good enough to bring the notice of His Excellency, the Governor, to the state of the road leading to the Peak in the early morning between the hours of 7.30 and 8 o'clock. I am one of those who prefer my chair to the tramway, but believe me the state of this road is so bad that it is almost impossible to descend without running a serious risk of being thrown out, besides other difficulties which are not to be imagined. Difficulties cropped up in their path, which were not doubt accentuated by the clamour of a rather noisy opposition, but none that they deemed insuperable, and it is a pity that such a statement as that which our Shanghai contemporary made was not more carefully worded.

TYphoon Warnings.

We have been requested to publish the following letter:—

Hongkong General Chamber of Commerce, 9th August, 1889.

The Honourable F. Stewart LL.D., Colonial Secretary.

SIR.—I am directed by the Committee of this Chamber to ask you to be good enough to bring the notice of His Excellency, the Governor, to the state of the road leading to the Peak in the early morning between the hours of 7.30 and 8 o'clock. I am one of those who prefer my chair to the tramway, but believe me the state of this road is so bad that it is almost impossible to descend without running a serious risk of being thrown out, besides other difficulties which are not to be imagined. Difficulties cropped up in their path, which were not doubt accentuated by the clamour of a rather noisy opposition, but none that they deemed insuperable, and it is a pity that such a statement as that which our Shanghai contemporary made was not more carefully worded.

TYphoon Warnings.

We have been requested to publish the following letter:—

Hongkong General Chamber of Commerce, 9th August, 1889.

The Honourable F. Stewart LL.D., Colonial Secretary.

SIR.—I am directed by the Committee of this Chamber to ask you to be good enough to bring the notice of His Excellency, the Governor, to the state of the road leading to the Peak in the early morning between the hours of 7.30 and 8 o'clock. I am one of those who prefer my chair to the tramway, but believe me the state of this road is so bad that it is almost impossible to descend without running a serious risk of being thrown out, besides other difficulties which are not to be imagined. Difficulties cropped up in their path, which were not doubt accentuated by the clamour of a rather noisy opposition, but none that they deemed insuperable, and it is a pity that such a statement as that which our Shanghai contemporary made was not more carefully worded.

TYphoon Warnings.

We have been requested to publish the following letter:—

Hongkong General Chamber of Commerce, 9th August, 1889.

The Honourable F. Stewart LL.D., Colonial Secretary.

SIR.—I am directed by the Committee of this Chamber to ask you to be good enough to bring the notice of His Excellency, the Governor, to the state of the road leading to the Peak in the early morning between the hours of 7.30 and 8 o'clock. I am one of those who prefer my chair to the tramway, but believe me the state of this road is so bad that it is almost impossible to descend without running a serious risk of being thrown out, besides other difficulties which are not to be imagined. Difficulties cropped up in their path, which were not doubt accentuated by the clamour of a rather noisy opposition, but none that they deemed insuperable, and it is a pity that such a statement as that which our Shanghai contemporary made was not more carefully worded.

TYphoon Warnings.

We have been requested to publish the following letter:—

Hongkong General Chamber of Commerce, 9th August, 1889.

The Honourable F. Stewart LL.D., Colonial Secretary.

SIR.—I am directed by the Committee of this Chamber to ask you to be good enough to bring the notice of His Excellency, the Governor, to the state of the road leading to the Peak in the early morning between the hours of 7.30 and 8 o'clock. I am one of those who prefer my chair to the tramway, but believe me the state of this road is so bad that it is almost impossible to descend without running a serious risk of being thrown out, besides other difficulties which are not to be imagined. Difficulties cropped up in their path, which were not doubt accentuated by the clamour of a rather noisy opposition, but none that they deemed insuperable, and it is a pity that such a statement as that which our Shanghai contemporary made was not more carefully worded.

TYphoon Warnings.

We have been requested to publish the following letter:—

Hongkong General Chamber of Commerce, 9th August, 1889.

The Honourable F. Stewart LL.D., Colonial Secretary.

SIR.—I am directed by the Committee of this Chamber to ask you to be good enough to bring the notice of His Excellency, the Governor, to the state of the road leading to the Peak in the early morning between the hours of 7.30 and 8 o'clock. I am one of those who prefer my chair to the tramway, but believe me the state of this road is so bad that it is almost impossible to descend without running a serious risk of being thrown out, besides other difficulties which are not to be imagined. Difficulties cropped up in their path, which were not doubt accentuated by the clamour of a rather noisy opposition, but none that they deemed insuperable, and it is a pity that such a statement as that which our Shanghai contemporary made was not more carefully worded.

TYphoon Warnings.

We have been requested to publish the following letter:—

Hongkong General Chamber of Commerce, 9th August, 1889.

The Honourable F. Stewart LL.D., Colonial Secretary.

SIR.—I am directed by the Committee of this Chamber to ask you to be good enough to bring the notice of His Excellency, the Governor, to the state of the road leading to the Peak in the early morning between the hours of 7.30 and 8 o'clock. I am one of those who prefer my chair to the tramway, but believe me the

